

(ESTABLISHED 1881.)

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Intimations.

**PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.**

THE MANAGER

SOLE PROPRIETORS of the Famous Miike, Tagawa, Yamano and Ida Coal Mines; and
SOLE AGENTS for Fujinotani, Hokoku, Hondo, Ichimura, Kanada, Mameda, Mannoura,
 Onoura, Otsubu, Sasahara, Tsubakuro, Yoshinotani, Yoshio, Yunokibara and other Coals.
S. MINAMI, Manager, Hongkong.

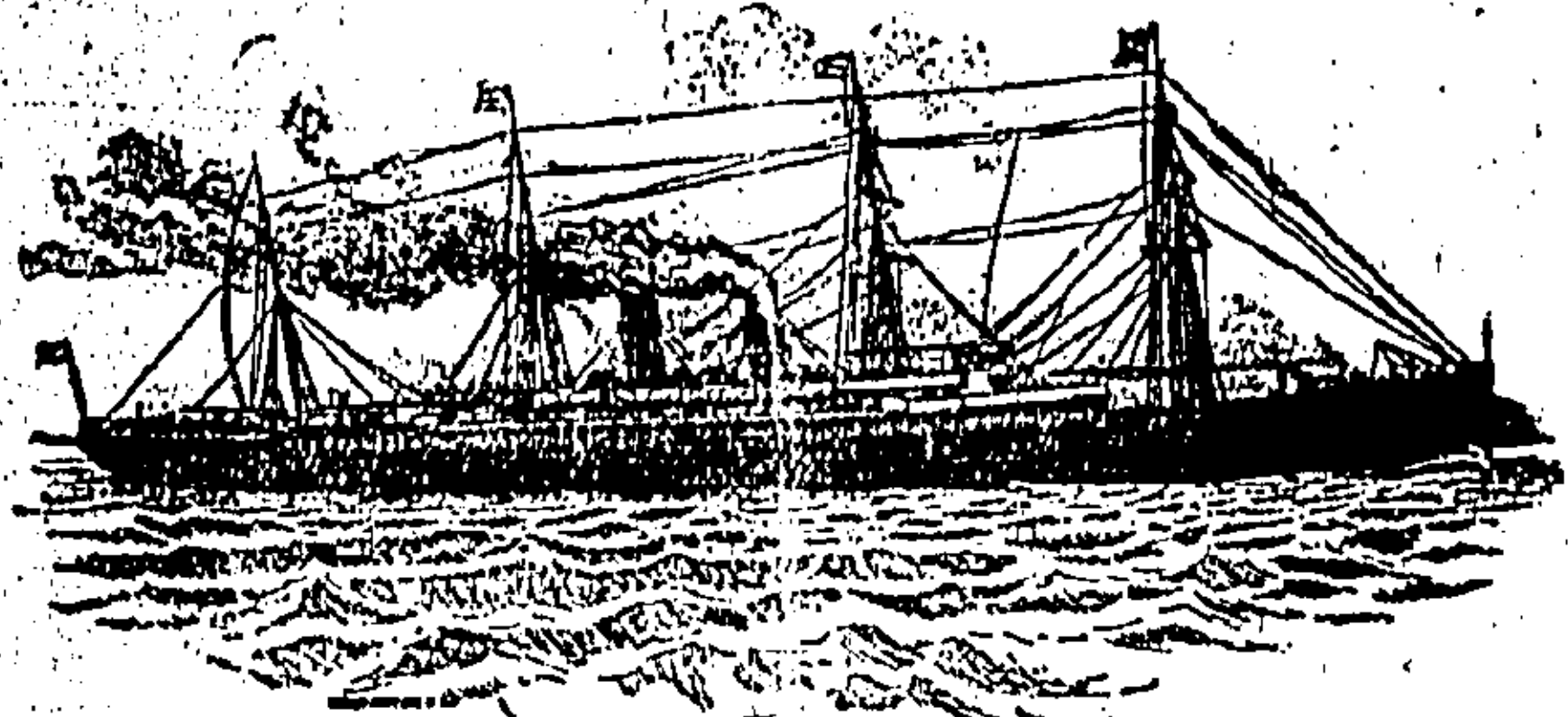


Telephone
No. 75.

Hongkong, 14th July, 1904

Mails.

U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,
TOYO KISEN KAISHA.

TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO,
CENTRAL AND SOUTH AMERICA AND EUROPE:

PROPOSED SAILINGS FROM HONGKONG.

"SIBERIA"	11,284 Gross Tons	THURSDAY, 21st July, at Noon.
"COPTIC"	4,352 "	WEDNESDAY, 3rd August, at Daylight.
"KOREA"	11,276 "	SATURDAY, 13th August, at Noon.
"GAELIC"	4,205 "	TUESDAY, 23rd August, at Noon.
"MONGOLIA"	13,639 "	SATURDAY, 3rd September, at Noon.
"CHINA"	5,060 "	THURSDAY, 15th September, at Noon.
"DORIC"	4,784 "	TUESDAY, 27th September, at Noon.
"AMERICA MARU"	6,300 "	

Record Trip Yokohama to San Francisco made by s.s. "KOREA," 11,276 tons, Oct. 18th-28th, 1902; 10 days, 15 hours.

THE P. M. Steamship "SIBERIA" will be despatched for SAN FRANCISCO, via AMOY, SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, TO-MORROW, the 21st July, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (First-class only) to European Points, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

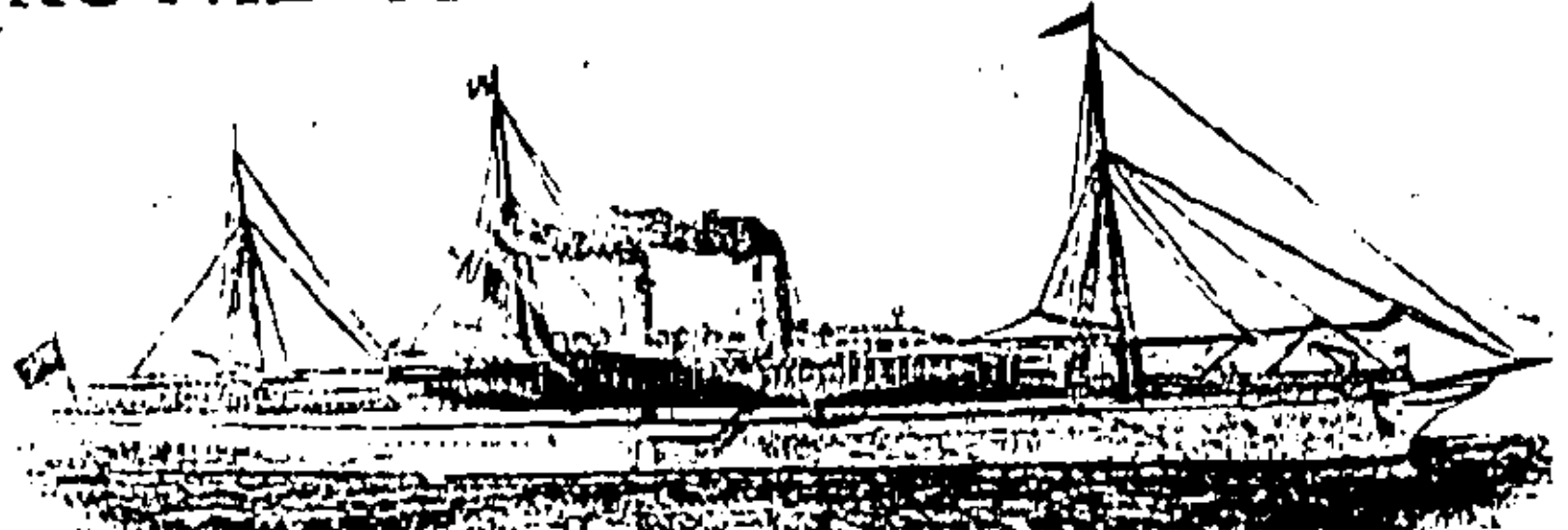
FEATURES OF THIS LINE.

The largest and steadiest and fastest passenger ships on the Pacific. Southern Route; passengers enjoy out-door throughout; deck bathing. The call at Honolulu, Oahu, the most fertile and beautiful island of the Pacific. The only line to San Francisco, the greatest port of the Pacific.

Sailings positively on schedule date. For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

E. W. TILDEN, Agent.

Hongkong, 20th July, 1904.

CANADIAN PACIFIC RAILWAY COY.'S
ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)
SAFETY. SPEED. PUNCTUALITY.

SAVING 3 TO 7 DAYS ACROSS THE PACIFIC.

"EMPRESS" Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.
PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION).

R.M.S. "EMPRESS OF CHINA"	6,000 Tons	WEDNESDAY, 3rd August.
"TARTAR"	4,425 "	WEDNESDAY, 10th August.
"EMPRESS OF INDIA"	6,000 "	WEDNESDAY, 24th August.
"EMPRESS OF JAPAN"	6,000 "	WEDNESDAY, 21st September.
"ATHENIAN"	2,440 "	WEDNESDAY, 5th October.
"EMPRESS OF CHINA"	6,000 "	WEDNESDAY, 19th October.

Hongkong to London, 1st Class, via St. Lawrence £60; via New York £62.
Hongkong to London, Intermediate on

Steamers, and 1st Class Rail £40. £42.
The magnificent Twin-screw "EMPRESS" Steamships pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Passengers Booked through to all principal points and AROUND THE WORLD. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Maps, Guides, Hand Books, Rates of Freight and Passage, apply to

D. W. CRADDOCK, Acting General Agent,
9, Princes Street.

HAMBURG-AMERIKA LINIE.
OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
C. FRED. LAEISZ	HAVRE and HAMBURG.	31st July.
von Holt.	(Calling at S'PORE, PENANG & COLOMBO).	Freight.
BADENIA	HAVRE, BREMEN and HAMBURG.	18th August.
Roerden	(Calling at S'PORE, PENANG & COLOMBO).	Freight.
SPEZIA	HAVRE and HAMBURG.	25th August.
(ex BAMBERG)	(Calling at S'PORE, PENANG & COLOMBO).	Freight.
Miltzoff		
ANDALUSIA	HAVRE and HAMBURG.	5th Sept.
Filler	(Calling at S'PORE, PENANG & COLOMBO).	Freight.
SCANDIA	HAVRE and HAMBURG.	20th Sept.
(ex KONIGSBERG)	(Calling at S'PORE, PENANG & COLOMBO).	Freight and Passengers.
Behrens		

For further Particulars, apply to

HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE,
No. 1, Consols Buildings.

Hongkong, 15th July, 1904.

TSU FAN
DENTIST.

PRICE MODERATE—CONSULTATION FREE.
Next to the Hongkong Dispensary,
50, Queen's Road, Central.
Hongkong, 5th January, 1904.

THE AMERICAN SYSTEM
OF
DENTISTRY.

M. H. CHAUN, D.D.S.,
37, DES VEXUS ROAD CENTRAL, HONGKONG,
From the University of Pennsylvania, U.S.A.
Hongkong, 4th June, 1904.

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND
WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO
STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION
COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM,"	2,363 tons	Captain R. D. Thomas.
"POWAN,"	2,336 "	G. F. Morrison, R.N.R.
"FATSHAN,"	2,360 "	W. A. Valentine.
"HANKOW,"	2,073 "	B. Branch.
"KINSHAN,"	2,860 "	J. J. Lossius.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), 5.30 P.M. and 9 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8 A.M., 2.30 P.M. and 5.30 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.
HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN,"	1,998 tons	Captain H. D. Jones.
-------------------	------------	----------------------

Departures from Hongkong to Macao every Tuesday, Thursday and Saturday at about 7.30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

During the summer months the time of leaving fluctuates to suit the tide at Macao. For further particulars see special time table.

Departures on Sundays at NOON.

Departures from Macao to Hongkong daily at 7.30 A.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN,"	2,192 tons	Captain T. Hamlin.
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This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 7.30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 a.m., and the other leaves Wuchow for Canton on the same days at about 8 a.m. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,

18, Balfour Buildings, Queen's Road Central, opposite the Hongkong Hotel

Or of BUTTERFIELD & SWIRE,

Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 13th June, 1904.

JAVA-CHINA-JAPAN LIJN.
REGULAR FOUR-WEEKLY SERVICE
BETWEEN
JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJIPANAS	JAPAN	Second half of July	JAVA PORTS	23rd July
TJILATJAP	JAVA PORTS	Second half of July	SHANGHAI AND JAPAN	23rd July
TJIMAH	"	First half of August	"	First half of August

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to

THE HEAD AGENCY
OF THE
JAVA-CHINA-JAPAN LIJN.

Telephone No. 375.
ALEXANDRA BUILDINGS, 3rd Floor.

Hongkong, 16th July, 1904.

Intimations.

PORTRAITS, GROUPS, ENLARGING, AND
COPYING IN ALL SIZES.

C. W. CLARK,
No. 4, 108 HOUSE STREET,
Between Queen's Road and Des Vexus Road.

AMATEUR WORK GIVEN SPECIAL
ATTENTION.

FULL LINE OF SUPPLIES
ALWAYS IN STOCK.

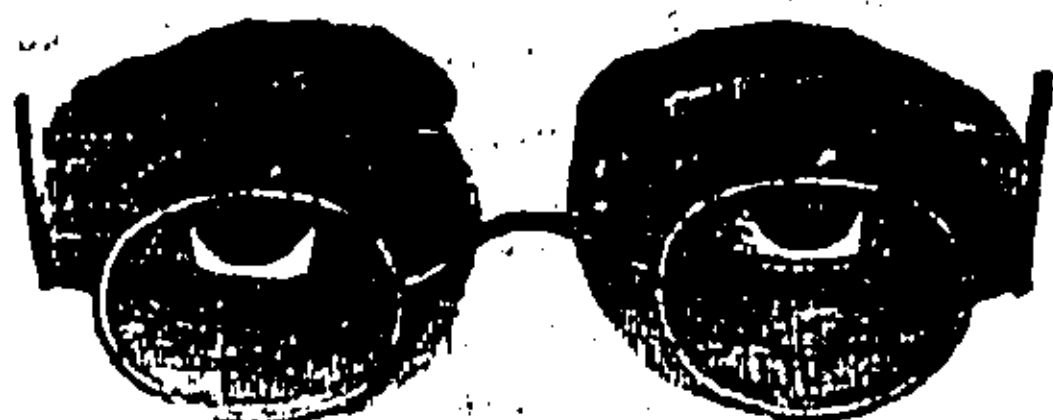
ORIENTAL
COSTUMES AND
FANCY DRAPERIES

FURNISHED.

WORK GUARANTEED TO BE
THE BEST IN THE COLONY.

LADIES' SPECIAL TOILET ROOM.

PATRONAGE RESPECTFULLY SOLICITED.



IF YOU HAVE A HEADACHE, DON'T TAKE DRUGS UNTIL YOU HAVE HAD YOUR EYES
TESTED, FREE OF CHARGE, AT THE OFFICE OF
N. LAZARUS,
16, QUEEN'S ROAD, CENTRAL.

DEFECTIVE Vision and Eyestrain cause many Nerve Troubles, needing only proper
Glasses to Correct and Cure.
Prescription lenses ground on the premises. All work guaranteed.
Sun Glasses are restful and give the effect of coolness.
Prices from \$2.00.

TUBORG BEER.

A FIRST CLASS PILSENER BEER
guaranteed free from Salicylic Acid,
and any other Chemicals.

PRICE \$10.50 per case of 48 bottles (quarts)

6 doz. pints.

Special Prices for Quantities.

Sole Agents—

SIEMSEN & CO.

Hongkong, 10th January, 1903.

LEVY HERMANOS.

DIAMOND MERCHANTS, JEWEL-
LERS AND WATCHMAKERS.

EASTMAN'S

KODAKS and FILMS.

Sole Agents for "OMEGA" WATCHES.

"OMEGA" is the best, "THREE YEARS"

guarantee given to every purchaser.

40, QUEEN'S ROAD,
Watson's Buildings.

Intimation.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514 ft. Width of
entrance, top 95 ft.; bottom 75 ft.
Water on blocks, 27.5 ft. Time to
pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of
entrance, top 80.5 ft.; bottom 45.8
ft. Water on blocks, 26.5 ft. Time
to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of
Captains and Engineers is respectfully called to the advantages offered for Dock-
ing and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work,
and a large stock of material is always at hand, (plates and angles all being tested by
Lloyds' surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of
Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable
of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge
Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be
guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that
of any port in the world.

Telephone: Works, No. 506; General, No. 376.

Telegrams, "Dock, Yokohama," Codes A. I. and A. B. C. (4th).

Yokohama, May 11th, 1903.

[595]

CHAZALON & CO.,

WINE AND SPIRIT MERCHANTS,

AND

GENERAL STOREKEEPERS,

(SUCCESSORS TO G. GIRAULT)

6, QUEEN'S ROAD CENTRAL.

WE beg to inform the Hongkong public that we have just received by the
French Mail Steamer Oceanien

THE FOLLOWING GOODS:—

FLAT CHEESES (quality *Crème à la Crème*)\$0.80 per lb.
EYSEN CHEESE in Tins 0.75 the tin.
GOUDA CHEESE (Edam) 1.60 each.

We specially recommend these products to our clients as they are of the first quality.

We have also received PRESERVED FRUITS of the finest brands.

STRAWBERRIES IN JUICE.....Per Bottle \$1.50

CHERRIES " " " " 1.50

ASSORTED FRUIT " " " " 1.50

CHERRIES IN BRANDY..... " " 1.75

APRICOTS " " " " 1.75

PLUMS " " " " 1.75

CRYSTALLIZED FRUIT of the First Quality at \$1.50 the Box of 1 lb.

We specially recommend the above to amateurs and connoisseurs.

Messrs. CHAZALON & Co. are renowned for the excellence of the Goods they offer
to the public and the firm defies competition either in quality or price.

We also desire to inform the public that we have just received a consignment of
WINE in Barrels which we are able to offer at the exceedingly low price of \$45 per Cask
of 210 litres.

In a few days we shall have on sale a special preparation for mixing with a Wine that
is clouded in the cask so that it becomes perfectly clear when bottled.

Hongkong, 16th July, 1904.

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NOTICE.

THE Public are hereby informed that no
change has been made in the Rates of
Subscription to the *Hongkong Telegraph* and
they are warned against paying more than
TEN CENTS (10 cts.) per Single Copy.

THE MANAGER,

Hongkong Telegraph Co., Ltd.

Hongkong, 30th September, 1903

GREEN ISLAND CEMENT COMPANY,
LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs. net \$4.75 ex Factory.

In Bags of 250 lbs. net \$2.85 ex Factory.

SHEWAN, TOMES & Co.,

General Managers.

Hongkong, 15th August, 1903.

[783]

Hotels.

THE CONNAUGHT HOUSE,
QUEEN'S ROAD CENTRAL.

A FIRST CLASS HOTEL SITUATED NEAR THE BANKS AND PRINCIPAL
OFFICES. EXCELLENT CUISINE AND WINES.

Large and lofty Rooms Elegantly Furnished. Hydraulic Elevator.

Hot and Cold Water throughout. Special Rates for Tourists.

Launch Service for Guests.

For Terms, apply to

THE MANAGER.

Hongkong, 1st November, 1902.

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HOTEL CRAIGIEBURN,

PRINCE'S GAP, THE PEAK, near the TRAM TERMINUS, T.O. 56.

For Terms, &c., apply to the

MANAGER.

Hongkong, 2nd July, 1900.

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GO TO THE

KOWLOON HOTEL
KOWLOON.

J. W. OSBORNE,
Proprietor and Manager.

KING EDWARD
HOTEL.

A HIGH CLASS PRIVATE HOTEL.

LADIES' AFTERNOON TEA ROOMS.

PRIVATE BAR

AND

BILLIARD ROOMS.

Hot and Cold Water throughout.

Electrically Lighted.

Electric Fans (if required).

Electric Passenger Elevator to each Floor.

Table D' Hôte at Separate Tables

For Terms, &c., apply to the

MANAGER.

Hongkong, 23rd October, 1902.

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ELGIN ROAD, KOWLOON.

Hongkong, 15th May, 1904.

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Intimations.

A. S. WATSON & Co.,
LIMITED.

WINE MERCHANTS.

ESTABLISHED 1841.

CLARETS.

	Per Case	Per Case
	1 doz.	2 doz.
ST. ESTEPHE	\$ 8.00	\$ 9.00
ST. JULIEN	10.00	11.00
LA ROSE	13.50	14.50
CHATEAU HAUT		
BRION LARIVET	20.00	22.00
CHATEAU MOUTON		
D'ARMAILHACQ	24.00	26.00
CHATEAU PONTET		
CANET	28.00	—
CHATEAU LA TOUR		
CARNET	33.00	—
CHATEAU RAUZAN	48.00	—
CHATEAU LAFITE	54.00	—

These CLARETS are specially selected and obtained from the LEADING FRENCH GROWERS; they are of exceptional value and in fine condition.

THE CHATEAU BRANDS

are recommended to the notice of Connoisseurs as high-class after-dinner Wines.

We guarantee our Wines and Spirits to be genuine when bought direct from us in the Colony or from our authorised Agents at the Coast Ports.

A. S. WATSON & CO.,
LIMITED.

Hongkong, 20th June, 1904.

TELEPHONE NO. 155.
CABLE ADDRESS: "ACHEE," HONGKONG.
A. B. C. CODE, 17th EDITION.

ESTABLISHED 1859.

A CHEE & CO.,

祥利廣
17, QUEEN'S ROAD.

FURNITURE DEALERS.

DRAWING-ROOM,

DINING-ROOM,

and BED-ROOM

FURNITURE.

ELECTRO-PLATED,

GLASS, and

CHINA WARES.

PASTEUR'S MICROBE-PROOF

FILTERS,

ROCHESTER LAMPS,

WHITE TURKISH TOWELS.

COUNTERPANES.

COOKING RANGES,

KITCHEN UTENSILS, and

HOUSEHOLD REQUISITES.

PHOTOGRAPHIC DEPARTMENT.

DEVELOPING and PRINTING

UNDERTAKEN for AMATEURS.

GOOD WORK.

PROMPT RETURN.

Hongkong, 8th January, 1904.

E. C. WILKS & Co.,
MARINE SURVEYORS,

CONSULTING ENGINEERS AND

NAVAL ARCHITECTS.

COLLISIONS and Damages Surveyed.
Salvage Work undertaken.

Ship Designs and Specifications prepared.

Agents for the Construction and Sale of Steam and Motor Launches.

Contract for New Tonnage on reasonable terms with First-class Builders.

A large stock of Canadian Asbestos and Asbestosoid goods kept.

Agents for Messrs. Allen & Sons Electrical Plant and Centrifugal Pumps.

Telegraph Address: "MARINEWORK."

Telephone—No. 358.

Hongkong, 3rd May, 1904.

NOTICE.

All communications intended for publication in **THE HONGKONG TELEGRAPH** should be addressed to The Editor, 1, Ice House Road, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to The Manager.

The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

SUBSCRIPTION RATES (IN ADVANCE).

DAILY—\$50 per annum.

WEEKLY—\$15 per annum.

The rates per quarter and per annum, proportional.

The daily issue is delivered free when the address is accessible to messenger. On copies sent by post an additional \$1.50 per quarter is charged for postage.

The postage on the weekly issue to any part of the world is 30 cents per quarter.

Single Copies Daily: ten cents; Weekly, twenty-five cents.

MARRIAGE.

On the 12th of July, at the Holy Trinity Cathedral, Shanghai, by the Rev. A. J. Walker, B.A., JAMES ALEXANDER GREIG, F.R.C.S., F.D., to ISABELLA (ELLIE) THOMSON, daughter of the late Michael Wallace, Esq., Leven, Scotland.

DEATH.

At No. 2, Wilkie Road, Singapore, on the 13th inst., WILLIAM HENDERSON, of Howarth, Eskine Ltd., in his 47th year. Deeply regretted.

The Hongkong Telegraph

HONGKONG, WEDNESDAY, JULY 20, 1904.

WAR ON PIRATES.

The Chinese Government having at length awakened to the fact that steps should be taken to suppress piracy along the coasts and rivers of the maritime provinces is conclusive evidence that the sages at Peking now realise the serious consequences that may attend the raids of this ever-increasing mob of desperate cut-throats. In our columns last evening we alluded to a report, gleaned from native sources, that the Imperial Government has issued instructions to the various Viceroy and Governors of provinces to purchase from abroad fast-steaming torpedo boats to act as coast and river guards, and a squadron of small fast cruisers to regularly police the coasts of the maritime provinces. How far these instructions will affect the immediate neighbourhood of Hongkong it is difficult to say having regard to the fact that, at the present time, the financial resources at Canton are dried up to such an extent that there is hardly enough money for immediate requirements. Certain it is that the rebellion in Kwangsi and an unsettled condition of affairs throughout the viceroyalty, there is no prospect of the much desired reform being brought into operation for a long time yet to come. This is certainly to be deplored when one remembers that the Two Kwang Provinces have an important place on the south-eastern coast of China where the persistent attacks of pirates should be closely watched and the offenders brought to justice. Like other reforms emanating from Peking unless impressed upon responsible authorities there is every chance of the instructions being laid aside and forgotten. We believe that when Chang Chih-tung was Viceroy of Kwangsi and Kwangtung, he drew up a report with Wu Ta-cheng, Governor of Canton, reminding the Imperial Government that the Provinces of Chihli and the Two Kwangs were in receipt of large sums of money from the various Customs dues and duties whereby they were enabled to construct, furnish and maintain quite a number of warships. Kwangtung and Kwangsi were forgotten until much later, when, after repeated representations, the Throne directed the officials of the neighbouring capital to build a few ships and train seamen for coast defence. An empty treasury with a distressed people could not be turned to account; piracy continued to flourish and well knowing they were secure from molestation, the pirates grew bolder until it was scarcely safe for native junks to navigate the reaches of the Canton River. When however, the foreign gunboats began patrolling some of the more important waterways of South China these desperadoes had to direct their attention elsewhere and have now confined most of their exploits to the less frequented spots along the coast and creek of rivers. As we have seen during the past few weeks they occasionally appear on the direct route of steamers and even conduct their operations in British territory. If caught in Hongkong waters they get their deserts in the form of a lesson they are not likely to forget. Should the Peking authorities insist upon the carrying out of their order so far as it applies to the Two Kwangs, we may expect some assistance in safeguarding the interests of our subjects, and it will be satisfactory to know that the parties engaged in this nefarious traffic will have to run the gauntlet both from representatives of the British as well as the Chinese Governments.

LOCAL AND GENERAL.

ONLY one case of plague has occurred during the past twenty-four hours.

THE date for the departure of the gunners from Ceylon to Hongkong has been fixed for November 30th.

THE English mail of the 18th June was delivered in London on the 19th inst.

THE arrival at home of the *Glentworth*, which left Foochow about the same time at the *Prometheus*, is announced.

On the 11th inst., Sir John Anderson was due to visit Raub, where H. E. was to inspect the Government offices and the property of the Raub Australian Gold Mining Company.

FROM the local agent of the P. & O. Company we have received a most elaborate handbook setting forth the facilities afforded by a stay at the Hotel Cecil when paying a visit to London.

CAPT. H. Harder, of the s.s. *Tai Wan*, which arrived from Shanghai to-day, reports that, on the 17th Ju., the U.S.S. transport *Ingalls* was sheltering under Taichow Is. and wished to be reported all well.

THE *Shanghai Mercury* prints a cablegram dated Chefoo, 12th inst., stating that the Japanese squadron off Port Arthur contains several merchant steamers transformed to represent cruisers with dummy fighting tops and turrets.

At a meeting of Magistrates yesterday afternoon, presided over by Mr. J. H. Kemp the adjutant license of Frederick Nolte to sell and retail intoxicating liquors on the premises situated at No. 2, Wyndham Street, under the sign of "The Hotel America" was transferred to Jose F. Saavedra.

DURING the trip down from Foochow to Amoy, on the 17th inst., Capt. Passmore, of the Douglas s.s. *Holman* saw a large junk turned turtle with about 35 or 40 feet of keel above water. This was at the North end of Kwong Island, and bore N.W. $\frac{1}{2}$ N. (true) and Turnabout S.W. and S. $\frac{1}{2}$ (true).

SINGAPORE papers received to-day report the sudden death of Mr. Charles Walter Sneyd Kynnersley, C.M.G., late acting Colonial Secretary of the Straits Settlements, and for many years Resident Councillor of Penang. Mr. Kynnersley only left for Home on April 4th, and the news of his sudden demise will come as a great shock to all his friends. The cause of death was heart-failure.

AS showing the activity displayed by the Commercial Agent of New South Wales in the East, the following cablegram recently despatched by him from Shanghai to the Minister for Agriculture, will be read with interest:—"Tenders will be received till the 4th July for 5,000 casks of Portland cement for the municipal council. Delivery every two months of 800 casks, to commence on 1st September. The test, 60lb., 28 days. Want quotations for cost, freight, and insurance. Expect to do a considerable business in the future."

A TELEGRAM was received by the U.S. Consul General at Chefoo on the 7th inst. to the effect that native Christians in the city of Chao Yuan (Tungchow) were being bitterly persecuted by men under the leadership of a Liyup'u, and the senders (Americans) asked for immediate relief. This message was at once sent to His Excellency Ho, Taotai, who immediately wired to the hien at Hwangshien, to the magistrate at Chao Yuan, and the prefect at Tungchow. The latter has sent an official who was to leave at 4 p.m., the same day to examine into the case. Later on, His Excellency Ho ordered a military officer with 24 soldiers to start at once for Chao Yuan.

A REPORT has been received by the Minister for Agriculture from Mr. Sutor, Commercial Agent in the East, stating that before leaving Hongkong he had a long conversation with the manager of the Kennedy Dairy Farm and Stables, and that apparently there was a good chance of introducing New South Wales compressed fodder. The manager expressed a wish to have some samples sent to Hongkong for inspection. Mr. Sutor also states that Mr. John Grant, of Hongkong, would like to receive samples of anti-friction metal, with c.i.f. prices. The Commercial Agent remarks that a large amount of copper is now being used at Hongkong.

IT is learned that the Chinese Government have recently decided to have the six Boards amalgamated for the sake of economy and with a view to concentrating the power of managing State affairs. With the exception of the Board of Punishment, the other five Boards will, therefore, be abolished; the Board of Civil Office will come under the control of the department of State affairs, the Board of Revenue under the control of the department of Finance, the Board of Rites, the Imperial Household and the Educational Department, the Board of War, the Military Training Department, and the Board of Works, the Public Works Department.

THE C. N. str. *Kiukiang*, Captain Bright, arrived at Shanghai on the 13th inst. from Swatow and reports that on the 10th inst. fourteen miles distant from Tung Yung, N.E., sighted a quantity of floating wreckage; on getting closer, the figure of a man was made out clinging to a piece of a junk's rudder; he was at once taken on board the *Kiukiang* and when he had somewhat recovered, he stated that he was the only survivor of a crew of twenty men, belonging to a junk which was bound from Wenchow to Foochow, and which was caught in the recent typhoon and foundered before she could reach a place of safety and all of the crew except himself were drowned. He had been two days and a half in the water and was in a very exhausted condition when the *Kiukiang* hoisted him in sight and rescued him from what would undoubtedly have been his fate—a watery grave. The *Kiukiang* also passed two capsized sampans off Tung Yung, and a large quantity of wreckage, but no signs of any survivors.

THE *Strait Times* thinks Government's reply to the Hon. Tan Jiah Kim's question re Chinese emigration to South Africa "was rather vague" and winds up a leaderette on the subject with the suggestion that mine-owners of the Federated States should "take action to prevent a repetition of the evil" (i.e. the shipment of coolies to the Rand from South China) and also "take steps to quicken the flow of Chinese immigration hither."

By kind permission of the Commandant and Officers of the Band of the 33rd Burma Infantry will play the following programme at the Kowloon Hotel, during dinner, this evening (weather permitting):—

March....."Field Service".....Ord. Hume
Overture....."Strandella".....Flow
Selection....."Little Christopher Columbus".....Ivan Caryll
Jazz Dance....."The Boston Belle".....Godfrey
Select....."A Chinese Honeymoon".....Talbot
Valse....."Les Balcons".....Margie
Serenade....."Love in Idleness".....Macbeth

THE LOSS OF THE "HOANGHO."

COURT OF INQUIRY.

A Naval Court was held at the British Consulate, Amoy, on 25th June, to inquire into the foundering of the C. N. S. *Hoangho* on the 2nd July. The following finding was delivered at 5.30 p.m.:—

Finding and order of a Naval Court held at Amoy on the 25th day of June, and 2nd day of July, 1904, to investigate the circumstances attending the foundering of the British s.s. *Hoangho* of the Port of Shanghai, official No. 72,749, when on a voyage from Amoy to Chin-chu, and the cause of such foundering, and to inquire in the conduct of the Master, officers, and crew of the said vessel.

The *Hoangho* was a steam vessel, schooner rigged, of 388 tons register, official No. 72,749, built at Shanghai in 1879, and belonging to the port of Shanghai.

It appears from the evidence given before the Court that she sailed from Amoy on or about 15th June, 1904, bound for Chin-chu, with a general cargo and a crew of 31 all told, as well as 144 passengers.

The vessel left Amoy at 6.10 p.m. on the 15th June, 1904, and after passing Ilingsue, shaped course past Quemoy Spit Buoy, which was passed at about a mile distant at 8.30 p.m., at which time the course was altered to N. 75 E. (compass error nil).

Dodd Island was passed at about 2 miles distant; but it was too thick to ascertain the true position. Course was then altered to N. 45 E. Scrag Point was sighted shortly before midnight; at 12.5 a.m. was 4 points on the bow; and at 12.55 a.m. the ship was steaming about 7 knots at the time. Course was then altered to N. 30 E. (compass error nil). The weather set in thick with drizzling rain, and there was a considerable southerly swell on, and the land was lost sight of. The Captain relieved the second officer as officer of the watch at midnight, in the absence of the chief officer left behind in Hospital at Amoy. About 1.45 a.m. soundings were taken giving depths of about six fathoms. It was nearly high water at the time. At 5 minutes to 2 the ship struck and shortly afterwards (from 10 to 20 minutes according to different witnesses) she sank, going down by the head. Endeavour was made to launch the boats, of which there were three, but time did not permit of their being placed in the water, owing considerably to the obstruction of the Chinese passengers, who were much panic-stricken.

The Court, having regard to the circumstances above stated, finds as follows:—

That the master was in error in shaping a course N. 30 E. from 2 miles off Scrag Point, that position itself being open to doubt, as Scrag Point was not very clear under the circumstances of thick and dirty weather, and that there was a considerable south-east swell which might well have given cause to a set towards the land; also, no error had been obtained for the standard compass for about a month, and the steering compass was, according to the Captain's evidence, an uncorrected one, with errors of one or two points.

That the Court sees no ground for blaming the conduct of the master, officers, and crew after the casualty, who under the circumstances appear to have done all that was in their power.

That the Court desires especially to direct the attention of the Board of Trade to the fact that this small vessel of 388 tons was licensed as an inland steamer by the Chinese Imperial Customs to carry 671 passengers on this voyage to Chin-chu, extending over 50 miles of open sea in the Formosa Channel, whilst unprovided with life-saving appliances for even a quarter of this number. These facts must be mainly responsible for the great loss of life.

The expenses of this Court fixed at £7.10 are approved.

Dated at Amoy this 2nd day of July, 1904.

(Signed) P. F. HAUSSEUR,
H.M. Consul.

President of Naval Court.

(Signed) C. E. MONRO,
Commander, R.N.

(Signed) ST. JOHN GEORGE,
Master s.s. *Macquarie*.

—N. C. D. News.

THE WEATHER.

The following report is from Mr. J. I. Plummer, Chief Assistant of the Hongkong Observatory:—

On the 20th at 11.55 a.m. The barometer has risen at nearly all stations but more particularly in Central China.

Gradients are slight on the China Coast and moderate over the Eastern Sea. Moderate S.W. winds will prevail in the Formosa Channel. They are still rather steep over the China Sea and fresh S.W. monsoon will continue there.

Forecast:—Moderate S. to S.W. winds, cloudy, fair.

THE CRIMINAL SESSIONS.

FURTHER SITTING.

Shortly after six o'clock last evening a decision was arrived at by the jury empanelled to try the charge of bribery against Lai Shan, a sergeant-interpreter at Yaumati. He was found guilty and sentence of nine months' imprisonment with hard labour was passed.

TO-DAY'S CASES.

The Chief Justice presided at the Criminal Sessions this morning when the list of cases on the calendar was continued.

DISCHARGED.

At the outset of the business the Attorney-General intimated that it was not his intention to proceed against Kwok Ping Kan, indicted for bribery, and the defendant was thereupon discharged by proclamation.

THE TAI O RAID.

The next case called on was that in which four men, named Ho Ma Ki, Kwok Yik Tai, Cheung Po, and Tung Yik were indicted on three counts with demanding money by threats and menaces, with causing a riot, and being concerned in an unlawful assembly. To these they pleaded not guilty and a jury composed of Messrs. W. S. Allen (foreman), A. Rumjahn, A. Bryson, W. J. Crawford, A. M. McDougall, E. B. Shepherd and W. G. Winterburn, was sworn to try both felony and misdemeanour.

The facts of the case, which have been fully reported in our columns, were detailed by the Attorney-General (instructed by the Crown Solicitor, Mr. F. B. L. Bowley), who, in the course of his address, said that after the evidence had been heard the jury would not have much hesitation in finding the men guilty on all three counts. It seems that about 10 o'clock on the morning of the 6th inst. a fisherman, by the name of Tong Kai Fat, had moored his boat, as he had been in the habit of doing, in the creek at Tai O, on Lantau Island, when three ringleaders of a gang went to him and demanded \$100, which he refused to pay. The men belonged to a mob of Hoklo marauders, or manning fishermen—fishing at times and marauding at others—who, for years past, had levied blackmail upon the peaceable fisher folk at Tai O. This year, prompted by the feelings of the British Government towards its subjects, Tong Kai Fat advised the fishermen to resist the transaction on the part of the Hoklos, with a result that when he refused to pay the ringleaders then left, and an hour later returned with a mob of some eighty men with whom were the four prisoners. They were armed with revolvers and swords. "This, gentlemen," said Sir Henry, "happened on the Island of Lantau at the village of Tai O where there is a police station; and a more daring and impudent attack on British subjects had never occurred since the Island was inhabited." (Owing to the state of the tide they were unable to get their junks sufficiently near, so they left them and walked along the bank of the creek until they came opposite to the fisherman's boat. Meanwhile, fearing trouble, from his refusal to meet their demands, this man had armed himself and his crew, and when the mob threatened him with violence he threatened to return the fire upon them if they attacked him. The mob finally left him, but not before the police had been apprised of the affair, with the result that Sgt. Floyd turned out all the Indian constables available and went in pursuit. The sergeant and a few men got into a boat and managed to secure two of the prisoners. About sixty of the rioters went away over the hills, but an Indian constable caught one by threatening to shoot him if he did not stop. Having secured him the same constable went out again and found another hiding behind a rock on the hills. He also was taken to the station. The prisoners asserted that they took no part in the riot, and had gone to Tai O to buy fish and were accidentally mixed up in the mob. Before calling evidence Sir Henry mentioned that one of the Indian constables was struck on the head and most seriously injured. He was taken to Hospital and was lying there in a critical condition.

Evidence having been heard the men were found guilty and sent to prison for two years with hard labour, and ordered to be given 24 strokes of the birch.

THE "HEATHURRN" SHOOTING CASE.

The next case called on was that in which Charles Perthin, carpenter, on the s.s. *Heathburn*, was brought up in custody indicted for attempted murder, malicious wounding, and unlawful wounding. He was undefended and when asked whether he was guilty or not, said he would plead guilty to unlawful wounding. His Lordship intimated that he could not accept that and advised him to plead not guilty.

The facts of the case have already been fully reported, and from what has transpired it appears that Capt. Ketty was called from his cabin early on the morning of the 6th June, and on going forward found the native quarter master lying on the lower deck bleeding from wounds in the left arm and chest. Replying to questions the wounded man said the carpenter had shot him, and upon prisoner being examined accused told him he had fired a shot in self defence, adding that there were stowaways aboard and he had found signs of their having occupied the storeroom and poop. The wounded man, however, alleged that when he came on duty he looked over the ship's side and saw some sampans approaching and later on several Japanese women came out of the Carpenter's room and wanted to get on them and go ashore. It was while he was preying them from leaving that he was shot, the report of the gun coming from the direction of the prisoner's cabin.

In summing up the case, after the evidence had been presented, His Lordship observed that he did not think prisoner intended to murder the man. There was evidence on the second count, while that on the third was quite clear.

The jury returned a verdict of guilty on the second and third counts; and prisoner was sent to gaol for three years with hard labour.

TELEGRAM.

"HONGKONG TELEGRAPH" SERVICE.

THE WAR.

RUSSIAN SEA-RAIDERS

ENTER THE PACIFIC

THIS MORNING.

(From Our Own Correspondent.)

YOKOHAMA, 20th July,
11.20 a.m.

The Vladivostok squadron passed through the Tsuguru Straits, and entered the Pacific Ocean at three o'clock this morning.

[The Tsuguru Straits divides Hokkaido from the northernmost point of the main island of Japan.]

HONGKONG ORDINANCES.

A proclamation has been published in a *Gazette Extraordinary* issued this afternoon. It states that, whereas provision was made by the Statute Laws (Revised Edition) Ordinance, 1900, for the preparation of a new and revised edition of the Statute Laws of the Colony: And whereas the work of revision is now completed and it is desirable to publish the same forthwith. Be it known therefore that the copies of the revised edition have been duly sealed as required by the said Ordinance and that the said edition was laid before Legislative Council on the 12th day of July, 1904, and approved by the said Council.

TAIPEH DRAMATIC CO.

AT THE THEATRE ROYAL.

There was not a large audience at the Theatre Royal last evening when the Japanese Taipei Dramatic Company presented their first performance in Hongkong, entitled, "The Soldierly Education." About a dozen artists completed the cast of what is evidently a most interesting play judging from the frequent applause on the part of the Japanese members of the audience. Each of the several acts concluded with a powerful situation of which the company took great advantage. Indeed, some exceptionally clever acting was witnessed, and had it not been for the fact that the play was entirely in Japanese the Europeans present would have thoroughly enjoyed themselves.

SHELL TRANSPORT AND TRADING CO.

A very pretty legal puzzle came before Mr. Justice Channell the other week in the form of a special case stated by the umpire in an arbitration between the Shell Transport and Trading Company and the Consolidated Petroleum Company. The facts were, very shortly, these. The "Shell" Company sold to the Petroleum Company a cargo of petroleum to be shipped from Texas by the steamship *Goldmouth*, and delivered by the steamer into the buyers' storage tanks in London, the buyers undertaking to receive the oil from the steamer through their pipe lines at the discharging berth. When the *Goldmouth* arrived it was discovered that it was too big to get into the berth, and it was only after expensive dredging that it could get alongside the pipes and discharge its oily cargo.

The question was, Who was to pay for the dredging? If the sellers urged that the berth was too small for the ship, the buyers could reply that the ship was too big for the berth. Whose business was it to know the relative sizes of the two? Could it be said that the buyers had invited the sellers to the berth, and thereby guaranteed that it could hold the ship? Or was the right view that the sellers had chosen to contract to put the ship in the berth and were bound to pay any unforeseen expense necessary for carrying out their undertaking? And what would have been the effect if, in these circumstances, the contract had proved wholly impossible of performance? These knotty problems were, unfortunately, scarcely solved by his lordship's actual decision, though he apparently held that the buyers had not warranted the sufficient sizes of the berth.

SHIPPING AND MAILS.

MAILS DUE.

German (*Roon*) 20th inst.
German (*Preussen*) 20th inst.
American (*Coptic*) 21st inst.
Canadian (*Tartar*) 24th inst.
French (*Tourane*) 24th inst.
Canadian (*Empress of China*) 25th inst.
Indian (*Gregory Apsar*) 26th inst.
Indian (*Laisang*) 26th inst.
American (*Korea*) 8th prox.

The *Apcar* Co's s.s. *Gregory Apsar* from Calcutta left Singapore for this port this morning.

The M. M. Co's s.s. *Tourane* with the next French Mail will leave Saigon on 22nd inst., at 7 a.m., for this port.

The O. & O. S. S. Co's s.s. *Coptic* with mails, &c., left Shanghai on 19th inst., at noon, and may be expected here on 21st inst., at 5 p.m.

The N. Y. K. s.s. *Yawata Maru* (Australia Line) left Kobe via Moji and Nagasaki, for this port on 19th inst., and is expected to arrive here on 26th inst.

The C. P. R. Co's s.s. *Tartar* arrived at Nagasaki at 7.30 a.m., on 19th inst., and left again at 3 p.m., same day, for Shanghai where she is due to arrive at 8 a.m., on 21st inst.

TELEGRAMS.

(Reuters.)

Russian Cruisers in the Red Sea.

BRITISH STEAMERS STOPPED.

LONDON, 18th July.

The British steamer *Waipara*, which has arrived at Aden, was detained by the Russian cruiser *St. Petersburg* for four hours yesterday. The captain was informed that the *Malacca* was seized on the 14th instant because she was carrying arms and munitions for Japan.

The *Mail*, Singapore, reports that a large armoured cruiser and two colliers were sighted near the Straits of Malacca on Thursday going west. It is supposed to be a Japanese cruiser, en route to capture the Russian cruisers in the Red Sea.

LATER.

MAIL BAGS CONFISCATED.

The P. & O. *Str. Persia* has been forcibly detained an hour in the Red Sea by the Russian cruiser *Smolensk* which transferred the Japanese mail *ex Prinz Heinrich*. The *Smolensk* confiscated two bags for Nagasaki. Germany has protested to St. Petersburg against the *Prinz Heinrich* episode. The P. & O. Co. deny that the *Malacca* had any arms or munitions for Japan; she was only carrying the usual Government stores for Hongkong.

France and the Vatican.

The relations between France and the Vatican have become most acute. The Cabinet has required the Vatican, under a threat of an immediate rupture, to withdraw their letters ordering the Bishops of Laval and Dijon, who refused to join the protest against the ecclesiastical policy, to come home and answer for their conduct.

(Straits Times.)

Thibet.

ENEMY COWED.

Bombay, 13th July.

Despatches of a very reassuring tone have arrived from the Thibet Expedition. It is stated that the enemy is completely cowed, and negotiations are probable in the immediate future.

On to Lhasa.

No definite settlement, however, will be entered into except with the Dalai Lama and at Lhasa.

German Arbitration Treaty.

London 13th July.

The Anglo-German Arbitration Treaty was signed at London yesterday. It is identical with the Arbitration Treaties entered into with France, Italy, and Spain.

THE TRAMWAYS.

SECTION TO BE OPENED FOR TRAFFIC.

We understand that this afternoon Mr. Gray Scott, the manager of the Electric Tramway Co., Ltd., is proceeding over the section from Arsenal Street to Shaukiwan, and if everything is found in order that part will be opened for traffic in the course of a day or so.

FORTHCOMING GYMKHANA.

Following is the programme of the second meeting to be held at the Happy Valley on Saturday, 30th inst., weather permitting.

4 p.m. ONE MILE AND A QUARTER.—Flat Race. Handicap. For all China Ponies. Entrance fee 5s. First prize: A cup, presented.

4.20 p.m. POLO PONY RACE.—Open to all bona fide Polo ponies, to be passed as such by the committee of the Club. Catch weights. Competitors to start mounted and gallop 100 yards to a post, dismount, run 50 yards leading mount to another post, mount and gallop in. Entrance fee 5s. First prize: A Cup presented by the Club.

4.45 p.m. THREE QUARTERS OF A MILE FLAT RACE.—For Hongkong and China pony subscription griffins of any season which have never won an official race or a race under the auspices of this Club. Unplaced ponies allowed 5 lbs. Jockeys who have won an official race in Hongkong or China to carry 2 lbs. extra. Jockeys who have never won an official race in Hongkong or China or a race under the auspices of this Club allowed 5 lbs. Entrance fee 5s. First prize: A cup presented.

5 p.m. LADIES' NOMINATION RACE.—Hattrim competition. Gentlemen will receive a hat and the requisite articles for trimming same. Start dismounted. Mount and ride to nominators and hand them hat and accessories. Nominators trim hats and return them to nominees who put them on, mount and gallop round a post to finish. Two prizes. One for best trimmed hat and one for first post. Both winners must have hats complete with all articles received at starting.

5.30 p.m. THE GYMKHANA CLUB CHALLENGE CUP.—Value 5s. For all China ponies. Weight for inches as per scale. Winners of an open race or open griffin race 5 lbs. extra; non-winning subscription griffins allowed 5 lbs. Jockeys that have won an official race in Hongkong or China 2 lbs. extra; non-winning. Jockeys allowed 5 lbs. To be won by the pony scoring most marks in the races for the Cup by the end of the Club's season, counting 4 for a first, 2 for a second, and 1 for a third. The benefit of marks already scored to pass with the pony on a sale. Any winner of the race to carry 5 lbs. extra for each win in subsequent starts for the Cup. Penalties accumulative up to 15 lbs. Five to start or no race. Entrance fee 5s. To go in the purchase of a memento to the winner of each race. One mile.

6.00 p.m. ONE MILE FLAT RACE.—For all China ponies which have never won a race. Weight for inches as per scale. Jockeys who have won an official race in Hongkong or China to carry 2 lbs. extra. Jockeys who have never won an official race in Hongkong or China or a race under the auspices of this Club allowed 5 lbs. Winning ponies at this meeting to carry 10 lbs. extra. Entrance fee 5s.

Entries close to the Honorary Secretary Gymkhana Club on Saturday, the 23rd instant, at the Hongkong Club at 6 p.m. Entrance fees must accompany entry otherwise entry will not be accepted. Entries in events Nos. 1, 3, 5 and 6 must state name colour and height of pony also racing colours.

SIR MATHEW NATHAN.

H.E.'S RECEPTION.

OFFICIAL ARRANGEMENTS.

Sir Mathew Nathan, K.C.M.G., the new Governor of Hongkong, is expected to arrive here by the English mail steamer *Nubia*, on Thursday, the 28th inst. Official arrangements in connection with the reception of His Excellency on arrival at Hongkong have been completed. We have received from the Colonial Secretary the official order of procedure to be observed on the arrival of our Governor-designate. It is as follows:—

PROCEDURE.

Enter the Harbour at 10 a.m.
To be met by the Harb. or Master in the *Launch Victoria*.
Land at Blake Pier at 10.30 a.m.
Guard of Honour at landing place.
Artillery salute on landing.
Received on Pier by the Officer Administering the Government.
Introductions.
Proceed to Council Chamber—Route lined with Police.
Guard of Honour at Government Offices; Councillors, leading Officials and others present.
Chief Justice reads Commission.
Oaths administered by Chief Justice.—Oath of Allegiance; Oath of office; and Judicial Oath.
Guard of Honour—Salute and Band plays six bars of the National Anthem. Artillery Salute.
Leave for Government House—Route lined with Chinese police.

SAD DEATH OF A WAR CORRESPONDENT.

We (*China Times*) have been favoured with the following communication from Liao-yang:—

Henry James Middleton, correspondent of the Associated Press, died in a Russian Red Cross camp, thirty-five versts south east of Liao-yang, on the Feng-huan-cheng road, on Sunday, June 24th, of dysentery. He was buried at four o'clock the following day, not far from the camp, by the Red Cross officers and by Douglas "Tory," correspondent of the London *Daily Express*, and Lord Brooke of Reuter's Telegram Co., who arrived from Liao-yang a few hours after Middleton had expired. Mr. Middleton was an Englishman about twenty-eight years old and had served the Associated Press as a journalist in London, Paris and New York. He came to Yingkow from New York shortly after the war opened and subsequently reached Mukden and Liao-yang. About June 15th, accompanied by a colleague, he started to visit the Russian front near Mai-ma-chi, but at the end of the third day was taken ill and turned back. With his companion he reached Liang-chi-shan, where the physician advised him to remain until fully recovered. As far as his friends now know, he became no better and after six days he died.

Mr. Middleton was a successful correspondent. His knowledge of French and his enthusiasm in this, his first experience in war, won him a place here, where in a short time he had numerous friends among the officials and others. On his way to Manchuria he visited Tientsin and I believe Peking.

He is the second correspondent to lose his life on the Russian side, the first being the lamented Etzel, killed near Tien-chung-tai.

MANILA BUSINESS FAILURES.

The failure of two large business firms of this city is the climax to conditions which have prevailed here for a year or more, says the *Cubensis*. In almost every sphere of commercial life in the Philippines there has been apparent for some time a depression which has increased instead of diminished as the months have passed. That a crash was inevitable has been generally accepted, those most familiar with the state of various business houses being surprised only that it has held off so long.

Fortunately, there is not likely to be any panic, as with most firms a policy of retrenchment has lately been inaugurated, and the banks now doing business are known to be sound. The situation is very promising now.

The causes leading up to this state of affairs are matters of general knowledge. Prompted by the boom prevalent during the early days of American occupation many business houses started out on an inflated basis. Some of these were dependent largely on soldier trade, and with the withdrawal of the troops a large shrinkage in such trade followed; others not dependent on soldier trade seemed to be affected by the optimistic spirit of the prevailing flush times and did not look far enough into the future to prepare for the lean years which were to follow. Added to this has been the general instability in business due to the change in the currency system and the fluctuations prior to it. In the case of the lumber trade it is said that within the last year prices have actually slumped to half of what they were about a year ago. Against such a stupendous fall even the best of houses could hardly be expected to stand.

One bright feature in the cloud of disaster is the fact that there is no insinuation of dishonest dealings on the part of companies or promoters. The various enterprises were gone into in good faith and have been so conducted. There may have been lack of judgment and business foresight here and there, but no intent to deceive and defraud.

When the present depression is past, a consummation not likely to be delayed, we look for an era of steady and gradual commercial growth to set in. There are opportunities here for good and paying investment and with the years there are likely to grow up several large enterprises which will amply reimburse their promoters. In spite of the present cloud a bright commercial future is assured these islands.

THE KWANGSI REBELLION.

INCITING THE PEOPLE.

(Specially translated for the "Hongkong Telegraph.")

Sometime ago we mentioned the fact that Chinese papers were printing articles in their columns stirring up the people against the present dynasty. Below we give a free translation of part of one of these articles.

For many thousands of years, says the writer, the Chinese government has been despotic. Fortunately in ancient times the emperors cared for the welfare of the empire. As a result there was prosperity everywhere. All the people received the Imperial instruction gladly. The earth recognized the imperial goodness and brought forth abundantly. Tai Sz collected the popular songs and rhymes to learn from them the thoughts of the people. Chik Fong Sz investigated the habits of the people to find out their desires: When poverty was found the emperor regarded this as due to some fault of his. When the people sinned the emperor accused himself, the root of the evil was not to be found in the people. The Emperor sought to arouse the people to a sense of their duty. He sounded an alarm bell. To those who were obedient rewards were given. To other memorial arches were erected. Records were carefully kept of all virtuous deeds. Because of these things quietness reigned. The Emperor exercised a beneficent rule over his people.

Who would have imagined that such a glorious period would be followed by a time of corruption; that worthless know-nothings would be invested with imperial power; that every interest of the people would be neglected; that the rulers would despise the people and regard them as the dust of the ground; that life and death would be lightly regarded by them and that promotion and degradation would be a matter of imperial pleasure. The good (emperor's) friends should be allowed to dwell in peace and the wicked (reformers) put to death. Thus the life of the nation was stifled and the independence of the people crushed out. Life was no more regarded than the grass of the field. Calamities overspread the land like a mighty flood leaving destruction in their wake. The evil is felt to this day.

Bad as the former times were what were they as compared with the present dynasty. The Chinese have been enslaved. Since the beginning of this dynasty wickedness has been made steadily on the increase. Punishments have been made heavier. The death penalty has been inflicted to terrify the people. A man is regarded as of no more importance than an ant. Everywhere the death dealing knife is unsheathed. Spears stand forth like a forest. Weep for the innocent who are done to death without number!!! In order that all may more fully understand the condition of affairs I will explain these things more fully.

1. Let us consider the many uprisings of the people. The previous dynasty had no power. There were uprisings in every part of the country. The Manchus took advantage and entered China. Everything was unsettled. In Yueng Chau Fu there was a massacre lasting ten days. In Ka Ting-fu the Manchus slaughtered the people on three different occasions and the destruction of life was terrible. Never had there been anything so terrible. But as this was a struggle between the two rulers we cannot condemn too severely.

Now we come to To Kwong, the grandfather of the present Emperor. Towards the close of his reign two men resolved to rebel and drive out the usurpers (Hung and Yeung the Tai Pings). Many intelligent and rich men joined their standard. Hope began to brighten for China. 600 cities were captured. Light shone for a brief time. 26 provinces were subdued. The people rejoiced and said we will recover our country from the Manchus. The sun and moon appeared to shine more brightly. The salvation of the people seemed near. Had this been accomplished the loss of life would have been insignificant when compared with the result. But alas! the ignorance of the U. Nam and On Tai soldiers. They opposed the onward march of the kingdom of progress (Tai Ping). Brothers fought against brothers. (Chinese against Chinese). The southern provinces had again to kow-tow to the Manchus. This part of the land was again sunk in darkness. She had wasted her strength for naught. This makes us Chinese bold with rage. The Manchus laugh at us and ask, Why do you fight against one another (and for us)? A few years ago there was the Boxer Rebellion and the allies entered Peking. The country was laid waste. The Chinese had to leave their homes and fly. Disgrace and humiliation was ours. Who caused all this. The Manchus, Tsai I, Wang Lok, Kong Ngai, etc. At first the Manchus tried to strip up the Chinese to destroy the foreigners. This failed and now the Manchus wants to eat up the Chinese in paying the indemnity to the foreigners. The Manchus rests in peace. He looks upon war as a game for children. The Chinese are the children. They are only fit to be danced upon the knee and amused to give pleasure to the Manchu Lord. Who does not despise this!

The rebellion in Kwangsi is terrible. The people are killing each other. But what hope have we against the Manchus?

(To be continued.)

[This appeared before the last lot of Chinese soldiers deserted. The meaning is evident. As the Chinese troops helped the Manchus in the Tai Ping rebellion and stopped all progress, giving the rule again to the Manchus so will be it the Chinese help the Manchus in Kwangsi. The whole article is a plea in favour of the Kwangsi rebellion. The writer says he will continue the article and he has done so. The paper is circulated widely in Canton and sent broadcast throughout the province. Such appeals cannot but help the rebels.]

ROYAL HONGKONG GOLF CLUB.

Following were the cards returned at the monthly meeting held at Happy Valley from the 16th to the 18th July, 1904:—

MACEWEN CUP.

Dr. Mowatt, R.N. ... 89 - 9 = 80
Mr. A. Brooke Smith ... 89 - 8 = 81
Mr. J. Johnstone ... 87 - 5 = 82
Mr. W. D. Kraft ... 94 - 12 = 82
Mr. A. Boyd ... 98 - 9 = 89

28 entries.

BOGEY AND MARTIN CUP.
Mr. T. S. Forrest gives 2 ... 1 down
Mr. J. Johnstone rec. 4 ... 1 down
Dr. Mowatt, R.N. rec. 6 ... 2 down
Mr. A. Brooke Smith rec. 6 ... 3 down
Mr. W. D. Kraft rec. 8 ... 4 down
Mr. A. C. Haynes rec. 11 ... 7 down

23 entries.

POOL.
Mr. W. D. Kraft ... 92 - 12 = 80
Mr. A. Brooke Smith ... 89 - 8 = 81
Mr. J. Johnstone ... 87 - 5 = 82
Mr. T. S. Forrest ... 79 + 3 = 82
Mr. P. R. Scott ... 92 - 9 = 83
Dr. Mowatt, R.N. ... 92 - 9 = 83
Mr. T. C. Gray ... 99 - 14 = 85
Mr. A. Boyd ... 98 - 9 = 89

32 entries.

STORMING A TIBETAN FORT.

BRILLIANT SCALING FEAT.

Gyantse, 6th July.

There is no more stirring story in the annals of Indian frontier warfare than that of the capture of Gyantse fort, held by 7,000 Tibetans, by a handful of British and Indian soldiers. The excitement of the long day culminated in the scaling of the breach in the walls of the *jong* by Lieut. Grant, 8th Gurkhas, followed by a mixed company of Gurkhas and Fusiliers. It was with bated breath that these heroic men climbed a cleft in the rock in the face of a hail of fire and torrents of stones hurled on their heads by the frantic Tibetans. A stone struck Lieut. Grant and swept him off his feet, one thought to certain death below, but he recovered himself wonderfully and was the first man over the breach. As I write at dusk the battle is not quite over and one still hears fitful bursts of musketry; but the *jong* is ours and it dominates the town below and the monastery beyond. The action really commenced yesterday afternoon with a demonstration on the left towards the monastery, the walls of which were immediately manned by the enemy, whose fire seriously wounded one sepoy. Then at midnight the troops began to move out into position. The plan of attack included three columns which were to rush the villages fringing the basement of the rock. The left column was able to enter the villages before sunrise, but such a heavy fire was directed on the right and centre columns that they were unable to make headway for some hours. However by seven the whole of the fringe of villages were in our possession. Lieut. Guerdone a

MOST ABLE AND GALLANT OFFICER who, during the siege, always led the storming party when we attacked outlying villages, was leading a party of Sikhs when we were killed. Beyond the small village on the right lies the greater part of Gyantse town, built on a ridge, the houses rising in a confused mass, one above another. The house tops were full of the enemy, who pelted the column, while it was seeking cover in the fringe of the town with bullets for an hour. There was also a continuous bombardment all round from the *jong*. General Macdonald and staff, who took up a position in Parla outpost coming in for a considerable share of attention from the jingals. It was not till three o'clock that preparations could be made for the assault on the beetling *jong* itself. Our ten-pounders, hitherto employed generally in firing at the *jong* and town, turned their attention to making a breach in the wall between two towers on the face of the cliff, beneath which was a small ravine or cleft which seemed practicable to nimble men. The breaching was excellently done with common shell, the wall falling down in great masses. Shortly after the breach was made an explosion occurred in the powder magazine of the enemy, by which many must have been killed. The disaster in no wise dismayed the Tibetans, and when the reserve company of Fusiliers and Gurkhas advanced to deliver an assault a furious fire was directed on them whilst crossing the open plain, but only one man was hit owing to the extended formation they had adopted. Thereafter, took place the brilliant scaling feat above referred to, and by dusk the Fusiliers and Gurkhas' helmets and caps appeared on top of the highest building in the *jong* shouting, but numbers of the enemy still remain in the town, the monastery and some of the *jong* buildings.—*Rangoon Times*.

COMMERCIAL.

Shanghai advices, of the 13th inst., state:—Business reported:—Indo-China at Tls. 82 for July. Tls. 77/79 1/2 for October. Farman, Boyds at Tls. 152 cash, Tls. 152 for July, Tls. 153 for October and Tls. 158 for December. Lands at Tls. 115. Pulp at Tls. 130 for July.

Business done direct:—Indo-China at Tls. 83 for July, Tls. 77 for September, Tls. 79 for October and Tls. 80 for December. Farman, Boyds at Tls. 153 for July, Tls. 154 for August and Tls. 158 for December. Maaschappij at Tls. 300 for July.

TO-DAY'S EXCHANGE.

Selling.
London—Bank T.T. ... 1/10 3/16
Do. demand ... 1/10 1/2
Do. 4 months' sight ... 1/10 7/16
France—Bank T.T. ... 233
America—Bank T.T. ... 45
Germany—Bank T.T. ... 188
India T.T. ... 138
Do. demand ... 138
Shanghai—Bank T.T. ... 71
Japan—Bank T.T. ... 90
Singapore—Bank T.T. ... Nominal
Java—Bank T.T. ... 112
Buying.
4 months' sight L/C ... 1/10 9/16
6 months' sight L/C ... 1/10 11/16
30 days' sight San Francisco & New York ... 45
4 months' sight do. ... 46
30 days' sight Sydney and Melbourne ... 1/10 13/16
4 months' sight France ... 237
6 months' sight do. ... 238
6 months' sight Germany ... 193
Bar Silver ... 26 13/16
Bank of England rate ... 3%

OPIMUM QUOTATIONS.

To-day's quotations are as follows:—
Malwa New ... @ 960/1,000
Old ... @ 1,030/1,080
Older ... @ 1,100/1,180
Atna New ... @ 1,220
Old ... @ 1,310
Tenares New ... @ 1,195
Old ... @ 1,235
Persian (Paper) ... @ 850/900

To-day's Advertisements.

HONGKONG GYMKHANA CLUB.

MEMBERS OF THE HONGKONG HOCKEY CLUB requiring Tickets for the Season's Gymkhanas will please apply to the Under-signed.

GEO. K. HALL BRUTTON.

Hon. Secretary,
39 & 41, Des Vaux Road.
Hongkong, 20th July, 1904. [854]

THEATRE ROYAL, CITY HALL.

UNDER THE DISTINGUISHED PATRONAGE OF
H.E. MR. F. H. MAY, C.M.G.,
the Officer Administering the Government.

THE TAPEH DRAMATIC COMPANY.

TO-NIGHT,
(WEDNESDAY), July 20th.

THE "SOLDIERLY EDUCATION."

PLAN AT CITY HALL.
Prices ... \$3, 2 and 1.

Doors Open at 8. Overture 8.45.
Commence at 9 P.M.

Late Tram and "Star" Ferry Launch after the Performance have been arranged.
Hongkong, 20th July, 1904. [849]

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD, BREMEN.
STEAM FOR
SHANGHAI, NAGASAKI, HIOGO AND YOKOHAMA.

THE Imperial German Mail Steamship
"PREUSSEN,"

of the NORDDEUTSCHER LLOYD,
Captain E. Prehn, will leave for the above places TO-MORROW, the 21st instant, at Daylight.

NORDDEUTSCHER LLOYD.
For further Particulars, apply to
MELCHERS & Co., Agents.
Hongkong, 20th July, 1904. [3]

NORDDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship
"PREUSSEN,"

of the NORDDEUTSCHER LLOYD,
having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 1 P.M. TO-DAY.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 27th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on WEDNESDAY, the 27th inst., at 9.30 A.M.

All Claims must reach us before the 1st of August, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

NORDDEUTSCHER LLOYD.
MELCHERS & Co., Agents.
Hongkong, 20th July, 1904. [7]

P. & O. S. N. Co's
INTERMEDIATE LINE.

NEW and well appointed twin screw
S.S. "SARDINIA,"
6,574 tons,

will be despatched for LONDON (DIRECT) on or about 22nd July.

Has excellent accommodation for FIRST and SECOND SALOON PASSENGERS at moderate rates.

To be followed by the
S.S. "BORNEO,"
4,573 tons, about 18th August.

For further Particulars, apply to
E. A. HEWETT,
Superintendent,
Hongkong, 20th July, 1904. [718]

To-day's Advertisements.

HONGKONG ICE COMPANY, LIMITED.

NOTICE.

IN accordance with the Provisions of No. 104 of the Articles of Association the General Managers have this day declared an INTERIM DIVIDEND for the half year ended 30th June, 1904, of FOUR DOLLARS PER SHARE.

DIVIDEND WARRANTS may be obtained on application at the Office of the Company on and after TUESDAY, the 2nd August. The TRANSFER BOOKS of the Company will be CLOSED from the 23rd to 31st inst., both days inclusive.

JARDINE, MATHESON & Co., General Managers.
Hongkong, 19th July, 1904. [856]

"AQUATIC FETE."

THE COMMITTEE OF THE VICTORIA RECREATION CLUB request the pleasure of the Company of the LADIES OF HONGKONG at the Club Enclosure, Austin Road, Kowloon, on SATURDAY, the 23rd instant, at 4 P.M. sharp.

The Secretary's Launch will leave Blake Pier sharp at 3.30 P.M. to convey Spectators and Competitors.

Entrance Fee:—Non-Members 30 cents.
HAROLD C. AUSTEN,
Hon. Secretary.
Hongkong, 20th July, 1904. [858]

NAVY CONTRACT.

TENDERS are invited for the SUPPLY of MISCELLANEOUS MATERIALS (FIREWOOD, DUNNAGE, LIME WHITE, &c.) from the 1st August, 1904, to H.M. NAVAL YARD, Hongkong.

Forms of Tender can be obtained on application to the Naval Store Officer, H.M. Naval Yard, and should be returned not later than the 26th July, 1904.

A Deposit of ONE HUNDRED DOLLARS will be required when applying for Tender Forms to be returned if the Tender is declined.
Hongkong, 20th July, 1904. [853]

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR KOBE,
THE Company's Steamship

"PERLA,"
Captain A. H. Notley, will be despatched for the above Port, on FRIDAY, the 22nd instant, at 5 P.M., instead of as previously advertised.

This Steamer has Superior Accommodation for Passengers and is fitted with Electric Light. For Freight or Passage, apply to
SHEWAN, TOMES & Co., General Managers.
Hongkong, 20th July, 1904. [852]

BRITISH INDIA STEAM NAVIGATION COMPANY, LIMITED.

FOR AMOY, STRAITS AND RANGOON.
THE Company's Steamship

"PUTIALA,"
Captain E. B. Hirst, will be despatched as above, on TUESDAY, the 26th instant, at Daylight.

For Freight or Passage, apply to
JARDINE, MATHESON & Co., Agents.
Hongkong, 20th July, 1904. [857]

FOR NEW YORK VIA SUEZ CANAL.
THE Steamship

"NUBIA,"
Captain Habel, will be despatched for the above Port, on SATURDAY, the 20th August, at 4 P.M.

For Freight, apply to
HAMBURG-AMERIKA LINIE,
Hongkong Office.
Hongkong, 20th July, 1904. [845]

Intimation.



Intimation.

THE HONGKONG TELEGRAPH.

1, ICE HOUSE ROAD,
HONGKONG.

CABLE ADDRESS.—Telegraph, Hongkong.

THE leading English Newspaper in China
Also widely circulated in Japan, Ceylon,
China, Ceylon, India and the Far East
generally.

A daily newspaper with weekly edition
published for despatch by the homeward mail
The daily is recommended as more generally
suitable, except for subscribers in Europe or
America.

A special feature is made of full and accurate
reports of local occurrences, and of matters
of general interest.

ADVERTISING DEPARTMENT.

The Hongkong Telegraph is the best
medium for advertising in China. It circulates
largely among all classes of the community,
is the largest daily newspaper and has a
wider circulation than any journal in the Far
East.

Special attention given to effectively display-
ing advertisements.

The type used as a standard for setting
advertisements is similar to this, unless we are
instructed to display the advertisement, when
any effective style of type will be adopted.
This standard runs exactly eight lines to the
inch, and about eight words to the line.

ADVERTISEMENT RATES.

(per inch.)

One week	.....	\$ 2.84
One month	.....	7.20
Two months	.....	13.00
Three	.....	20.00
Six	.....	37.50
Twelve	.....	71.00

No charge less than one dollar.

Discount allowed on—

3 Months Contracts	.....	5 per cent.
6 " "	.....	10 " "
12 " "	.....	25 " "

DOMESTIC OCCURRENCES.

Notices of Births, Deaths, and Marriages
\$1 each insertion in the Daily and Weekly

CONTRACT ADVERTISEMENTS.

Special Rates for standing advertisements
can be ascertained from the Manager.

Advertisements for the Daily should reach
the Hongkong Telegraph Office not later than
noon of the day they are intended to appear.

Unless otherwise specified all advertisements
will be repeated and charged for until counter-
manded.

JOB PRINTING DEPARTMENT.

Job Printing of all descriptions undertaken

PROGRAMMES.

PAMPHLETS.

CARD.

CIRCULARS.

EXPRESSES.

All job printing is done under European
supervision, well turned out, free from errors,
and remarkably cheap at

THE HONGKONG TELEGRAPH
OFFICE.

Estimates given for all classes of work on
application to

THE MANAGER,

HONGKONG TELEGRAPH CO., LTD.

1, Ice House Road,

Hongkong.

Intimation.

THE CHINA AND JAPAN TELEPHONE

AND ELECTRIC COMPANY,
LIMITED.

HONGKONG EXCHANGE.

SUBSCRIPTIONS.

PAYABLE QUARTERLY IN ADVANCE.

EXCHANGE LINES: \$25 Per Quarter.

NO CHARGE FOR INITIAL

INSTALLATION.

N.H.—A Special Charge is made for Line.

of more than average length.

DESK TELEPHONES

For a small additional annual charge Desk

Sets can be supplied.

ELECTRIC SUPPLIES.

BATTERIES.

CHEMICALS.

ELECTRIC BELLS.

INSULATORS.

SWITCHES.

TELEPHONES.

WIRE.

SEND FOR PRICE LISTS.

ELECTRIC BELL INSTALLATIONS.

Estimates given for all kinds of Electrical

Work.

ADDRESS—2, ICE HOUSE ROAD.

W. STUART HARRISON,

A.M.I.C.E.,

Manager.

Hongkong, 12th April, 1904.

Shipping.

Rubi, Br. s.s., 1,611, R. W. Almond, 19th July,

—Manila 17th July, Hemp and Gen.—S. T. & Co.

Preussen, Ger. s.s., 5,295, Ed. Prehn, 19th July,

—Bremen 9th June, and Singapore 15th July, Mails and Gen.—M. & Co.

Hyon, Br. s.s., 4,232, J. A. Davies, 19th July,

—Nagasaki 14th July, Gen.—B. & S.

E. B. Sutton, Am. ship, 1,630, Johnson, 19th July,

—Chefoo 20th June, Ballast.—Order

Decima, Ger. s.s., 794, C. Christiansen, 20th July,

—Chefoo 12th July, Beans and Gen.—S. W. & Co.

Kintuck, Br. s.s., 2,880, D. Robinson, 20th July,

—Amoy 19th July, Gen.—B. & S.

Gogovale, Br. s.s., 2,238, H. Sibery, R.N.R., 20th July,

—Cardiff 30th April, Coals.—Giltman & Co.

Haimun, Br. s.s., 636, W. C. Passmore, 20th July,

—Swatow 19th July, Gen.—D. L. & Co.

Kampot, French s.s., 412, Bavary, 20th July,

—Amoy 16th July, Ballast.—Chinese.

Laertes, Br. s.s., 1,341, J. B. Jackson, 20th July,

—Saigon 16th July, Rice and Meal.—Chinese.

Tsintau, Ger. s.s., 1,003, O. Koch, 20th July,

—Bangkok 12th July, and Swatow 19th, Rice, Wood and Gen.—B. & S.

Hangsang, Br. s.s., 1,356, S. Wilde, 20th July,

—Shanghai 14th July, Gen.—J. M. & Co.

Taiwan, Br. s.s., 1,100, H. Harder, 20th July,

—Shanghai 13th July, Gen.—B. & S.

Clearances at the Harbour Office.

San Cheong, for Canton.

Ataka, for Canton.

Colonie, for Shanghai.

Radnorshire, for Shanghai.

Paul Beau, for Canton.

Mingpo, for Saigon.

Amara, for Hongay.

Viking, for Canton.

Atkinson, for Amoy.

Tea, for Manila.

Baralong, for Nagasaki.

Eltabith Rickmers, for Swatow.

Decima, for Canton.

Poh Kong, for West River.

Macau, for Kwong-chow-wan.

Kwongtung, for Canton.

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Mails.



THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR
STRAITS, CEYLON, AUSTRALIA, INDIA,
ADEN, EGYPT, MEDITERRANEAN
PORTS, PLYMOUTH AND
LONDON.

(Through Bills of Lading issued for BATAVIA,
PERSIAN GULF, CONTINENTAL, AMERI-
CAN and SOUTH AFRICAN PORTS.)

THE Steamship

"BALLAARAT,"

Captain C. R. Longden, R.N.R., carrying His
Majesty's Mails, will be despatched from this
for BOMBAY, on SATURDAY, the 30th July,
at Noon, taking Passengers and Cargo to the
above Ports in connection with the Company's
S.S. *Egypt*, 7,912 tons, from Colombo.
Passengers' accommodation in which vessel is
secured before departure from Hongkong.

Silk and Valuables, all Cargo for France
and Tea for London (under arrangement) will
be transhipped at Colombo into the Mail
steamer proceeding direct to Marseilles and
London; other Cargo for London, &c., will be
conveyed from Bombay by the R.M.S. *Arabia*
due in London on the 12th September.

Parcels will be received at this Office until 4
P.M. the day before sailing. The Contents and
Value of all Packages are required.

For further Particulars, apply to

E. A. HEWETT,

Superintendent.

Hongkong, 16th July, 1904.

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

BOSTON TOW-BOAT COMPANY.

Connecting at Tacoma with

NORTHERN PACIFIC RAILWAY
COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA, B.C., AND TACOMA,

VIA

MOJI, KOBE AND YOKOHAMA.

Steamers.	Tons.	Captains.	Sailing.
<i>Hyades</i>	3,753	Geo. Wright	Ab. July 30
<i>Shawmut</i>	9,606	W. M. Smith	Sept. 1
<i>Trenton</i>	9,606	T. W. Garlick	Oct. 1
<i>Shawmut</i>	9,606	W. M. Smith	...
<i>Trenton</i>	9,606	T. W. Garlick	...
<i>Lyra</i>	4,417	G. V. Williams	...

Steamers marked (*) have no second-class
passenger accommodation.

FOR MANILA.

The largest, steadiest, and most comfortable
steamers for Manila.

<i>Shawmut</i>	9,606	W. M. Smith	Ab. Aug. 12
<i>Trenton</i>	9,606	T. W. Garlick	Sept. 10

CHEAP FARES, EXCELLENT ACCOMMODATION,
ATTENDANCE AND CUISINE, ELECTRIC
LIGHT, DOCTOR AND STEWARDESSES.

The twin-screw s.s. *Shawmut* and *Trenton*
have just been fitted with very superior accom-
modation for first and second class passengers.
The large size of these vessels ensures steady-
ness at sea. Electric fan in each room.

Barber's shop and steam-laundry. Cargo
carried in cold storage.

For further Information, apply to

DODWELL, & CO., LIMITED,
General Agents.

Queen's Buildings.

Hongkong, 13th July, 1904.

Intimations.

AN APPEAL.

THE SUPERIORESS OF THE ITALIAN
CONVENT, CAINE ROAD, begs most
respectfully to APPEAL to the Residents of
Hongkong and the Coast Ports, for their kind
patronage and support, and desires to state that
she will be pleased to receive orders for all kinds
of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs
and Collars renewed on old ones.

Ladies and Children's Under-clothing. Children's
Dresses, and all kinds of Embroidery.
Materials can be supplied, if required.

The Superiress will also be most grateful
for any PAPER, or old ENVELOPES to be made
into Books for the Children of the Poor Schools,
who are taught by the Sisters.

Hongkong 22nd April, 1902.



Consignees.

PACIFIC MAIL STEAMSHIP COMPANY

NOTICE.

CONSIGNEES of CARGO per Steamship

"SIBERIA,"

are hereby notified that their Goods are at
their risk being discharged into Lighters and/or
landed into our Godowns Nos. 1 and 2, at
Kennedy Town, (Marine Lot 243), and delivery
may be had either from Lighters or from our
Godowns upon countersignature of Bills of
Lading.

Goods remaining unclaimed after the 24th
instant will be subject to rent.

All Claims must be sent in to me on or
before the 27th instant or they will not be
recognised.

No Fire Insurance has been effected.

E. W. TILDEN,

Agent.

Hongkong, 18th July, 1904.

FROM HAMBURG, BREMEN,
ROTTERDAM, ANTWERP, PENANG
AND SINGAPORE.

THE H. A. L. Steamship

"SPEZIA,"

Captain Jiltzlaft, having arrived from the
above Ports, Consignees of Cargo are hereby
requested to send in their Bills of Lading for
countersignature by the Undersigned and to
take immediate delivery of their goods from
alongside.

Optional Cargo will be forwarded unless
notice to the contrary be given before TO-
DAY.

Any Cargo impeding her discharge will be
landed into the Godowns of the Hongkong and
Kowloon Wharf and Godown Co., Limited,
and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods
have left the Godowns and all Goods remaining
undelivered after the 25th inst. will be subject
to rent.

All broken, chafed and damaged Goods are to
be left in the Godowns, where they will be
examined on the 25th inst. at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE,

Hongkong Office.

Hongkong, 18th July, 1904.

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND
SINGAPORE.

THE Steamship

"ARRATOON APCAR,"

having arrived from the above Ports, Consignees
of Cargo are hereby informed that their Goods
will be delivered from alongside.

Cargo impeding the discharge will be landed
at once, at Consignees' risk and expense.

Cargo remaining on board after 4 P.M. of
the 21st inst. will be landed at Consignees'
risk and expense into the Godowns of the
Hongkong and Kowloon Wharf and Godown
Co., Limited.

Consignees of Cargo from SINGAPORE and
PENANG are requested to take IMMEDIATE
DELIVERY of their Goods from alongside,
such Cargo impeding the discharge of the vessel
will be landed and stored at Consignees' risk and
expense.

No Fire Insurance has been effected.
Bills of Lading will be countersigned by the
Undersigned.

DAVID SASSOON & CO., LIMITED,

Agents.

Hongkong, 18th July, 1904.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"SIMLA,"

FROM BOMBAY, COLOMBO AND
STRAITS.

Consignees of Cargo by the above-named
vessel are hereby informed that their Goods
are being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out mark by
mark, and delivery can be obtained as soon as
the Goods are landed.

This vessel brings on Cargo:—

From London, &c., *ex* S.S. *China* and *Somali*.

From Australia, *ex* S.S. *Britannia*.

From Calcutta, *ex* S.S. *Syria*.

From Persian Gulf, &c., *ex* B. I. S. N. and
B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless
instructions are given to the contrary before
Noon, TO-DAY.

Goods not cleared by the 21st instant, at
4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in
any case whatever.

Damaged Packages must be left in the
Godowns for examination by the Consignees'
and the Company's representative at an
appointed hour.

All Claims must be presented within ten
days of the steamer's arrival here after which
date they cannot be recognised.

E. A. HEWETT,

Superintendent.

Hongkong, 15th July, 1904.

AMERICAN ASIATIC STEAMSHIP CO.

NOTICE TO CONSIGNEES.

FROM NEW YORK, VIA SUEZ CANAL.

THE Steamship

"HIMERA,"

Captain L. H. Lockhart, having arrived from
the above Port, Consignees of Cargo are hereby
informed that their Goods are being
landed at their risk into the Godowns of the
Wanchai Stevedoring Co., at Wanchai, and stored
at Consignees' risk and expense.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remain-
ing undelivered after the 20th instant will be
subject to rent.

All broken, chafed and damaged goods are
to be left in the Godowns, where they will be
examined on the 20th instant at 2.30 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
SHEWAN, TOMES & CO.,

General Agents.

Hongkong, 14th July, 1904.

SHARE QUOTATIONS.

Supplied by Messrs. BENJAMIN, KELLY & PORTS. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	RESERVE.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	80,000	\$125	\$125	\$10,000,000	\$1,417,366	Div. of £1.10/- and bonus of 10/- @ exchange 1/8/- = \$22.994 for half-year ending 31.12.1903	6 1/2 %	\$662 1/2
National Bank of China, Limited	40,453	£10	£8	\$175,533	\$21,668	\$2 (London 3/8) for 1903	5 1/2 %	London £68 1/2
Do. (Founders)	750	£1	£1	\$191,973		None .....	...	\$38 buyers
MARINE INSURANCES.								
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	\$1,750,000	\$1,959,926	\$32 for 1902	5 1/2 %	\$545 sellers
China Traders' Insurance Company, Limited	24,000	\$83.33	\$25	\$1,992,000	Nil.	\$4 for year ended 30.4.1903	6 1/2 %	\$65 buyers
North China Insurance Company, Limited	10,000	£15	£5	£1,350,000	Tls. 271,589	Final of £1 making £2 for 1902 .....	...	Tls. 67 1/2
Yangtze Insurance Association, Limited	8,000	\$100	\$60	\$800,000	\$486,284	\$12 for 1902	9 1/2 %	\$130
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,300,000	\$110,551	\$15 for 1902	7 %	\$210
FIRE INSURANCES.								
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,750,288	\$371,110	\$22 1/2 for 1902	7 1/2 %	\$310 buyers
China Fire Insurance Company, Limited	20,000	\$100	\$10	\$1,250,000	\$339,047	\$6 dividend & \$1 bonus for 1902	8 %	\$87 buyers
SHIPPING, TUG AND CARGO BOATS.								
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	\$1,200,000	\$41,538	\$1 1/2 for second half-year 1903	10 1/2 %	\$29 1/2 buyers
Indo-China Steam Navigation Company, Limited	60,000	£10	£10	£1,200,000	£5,853	10/- for 1903	5 %	\$107 ex div.
China and Manila Steamship Company, Limited	30,000	\$50	\$50	none	Dr. \$63,123	\$5 for 1900 .....	...	\$25 1/2 buyers
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$185,000	Nil.	\$3 for year ended 30.6.1903	8 1/2 %	\$35 1/2
"Star" Ferry Company, Limited	10,000	\$10	\$10	\$60,000	\$1,287	\$1.80 & b. 40 cts. for year ending 30.4.04	6 1/2 %	\$35 buyers
Straits Steamship Company, Limited	5,000	\$100	\$100	\$500,000	\$33,648	\$5 for 2nd & 3rd year making \$13 for 1903	8 1/2 %	\$155 sellers
"Shell" Transport and Trading Company, Limited	2,000,000	£1	£1	£4,000,000	£19,555	Interim of 1/- (Coupon No. 4) for 1903	4 %	25/6 sellers
Taku Tug and Lighter Company, Limited	30,000	T.Tls. 50	T.Tls. 50	Tls. 98,000	Tls. 865	Final of Tls. 1 making Tls. 2 for 1903	6 1/2 %	Tls. 30 sellers
Shanghai Tug and Lighter Company, Limited	200,000	Tls. 50	Tls. 50	Tls. 201,614	Tls. 55,541	Final of Tls. 2 1/2 making Tls. 3 1/2	9 1/2 %	Tls. 47 buyers
Do. (Preference)	100,000	Tls. 50	Tls. 50	none		Final of Tls. 1 1/2 making Tls. 3 1/2	7 1/2 %	Tls. 46 buyers
REFINERIES.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	none	Dr. \$147,717	Final of \$7 making \$12 for 1901 .....	...	\$185 sellers
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100	none	Dr. \$73,995	\$3 for 1897 .....	...	\$9 sellers
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 1,456	Tls. 2 1/2 for year ending 30.9.03	4 1/2 %	Tls. 60
MINING.								
Société Française des Charbonnages du Tonkin	16,000	Fcs. 250	Fcs. 250	Fcs. 251,337	Fcs. 85,706	Final of Fcs. 25 making Fcs. 55 for 1903 .....	...	\$490 sales
Raub Australian Gold Mining Company, Limited	150,000	£1	£1	£18,110	Dr. £7,236	No. 12 of 1/- .....	...	\$8 sales
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	£20,000	£6,671	No. 2 of 1/- .....	...	Tls. 7 1/2
DOCKS, WHARVES & GODOWNS.								
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	\$17,500	\$425,340	{ \$6 dividend and \$1 bonus for second half year 1903	6 1/2 %	\$218 sa. & b.
S. C. Farnham, Boyd & Co., Limited	55,700	Tls. 100	Tls. 100	Tls. 850,000	Tls. 43,124	Tls. 7 fin. = Tls. 12 for year end. 30.4.04	8 %	Tls. 146 ex div.
Tanjong Pagur Dock Company, Limited	37,000	\$100	\$100	\$1,500,000	\$43,732	\$6 for 2nd half year 1903	4 1/2 %	\$245
Riley Hargreaves & Co., Limited	6,000	\$100	\$100	\$150,000	\$40,936	{ \$10 div. and \$2 1/2 bonus } for 1903	6 1/2 %	\$200 buyers
Do. (Preference)	2,750	\$100	\$100	\$275,000	\$29,926	{ \$7 dividend	6 1/2 %	\$110
Howarth Erskine, Limited	12,000	\$100	\$100	\$14,000	\$29,926	\$10 div. & \$2 1/2 bonus for 1902/3	6 %	\$210 buyers
Hongkong & Kowloon Wharf and Godown Co., Ltd.	30,000	\$50	\$50	\$50,000	\$28,015	Final of \$2 1/2 making \$5 for 1903	4 1/2 %	\$113 sales
Shanghai and Hongkew Wharf Company	20,000	Tls. 100	Tls. 100	Tls. 487,210	Tls. 22,895	Final of Tls. 6 making Tls. 11 for 1903	7 1/2 %	Tls. 150 buyers
Yangtze Wharf and Godown Company, Limited	2,500	Tls. 100	Tls. 100	Tls. 50,913	Tls. 1,750	Tls. 18 for 1903	6 1/2 %	Tls. 187 1/2 sales
New Amoy Dock Company, Limited	6,000	\$64	\$64	\$55,500	\$489	\$1 1/2 for 1903	4 1/2 %	\$30 sellers
LANDS, HOTELS & BUILDING.								
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	\$500,000	\$51,956	Final of \$6 making \$12 for 1903	7 1/2 %	\$158 sellers
Shanghai Land Investment Company, Limited	52,000	Tls. 50	Tls. 50	Tls. 800,000	Tls. 37,634	Interim of Tls. 3 for 1904	7 %	Tls. 112 ex div.
Tientsin Land Investment Company, Limited	7,726	Tls. 100	Tls. 100	Tls. 54,626	Tls. 335	Final of Tls. 5 making in all Tls. 9 for 1903	7 1/2 %	Tls. 125
China Land and Finance Company, Limited	6,000	Tls. 50	Tls. 50	none	...	Interim of Tls. 2 .....	...	Tls. 55
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	none	\$636	\$2.60 for 1903	7 1/2 %	\$37 buyers
Wei-hai-wei Land and Building Company, Limited	3,764	Tls. 25	Tls. 25	none	Tls. 5,150	None .....	...	Tls. 10
West Point Building Company, Limited	12,500	\$50	\$50	none	\$1,362	Final of 1.70 making \$3.20 for 1903	5 1/2 %	\$60
Hongkong Hotel Company, Limited	12,000	\$50	\$50	\$10,771	\$3,161	\$5 for second half-year 1903	7 1/2 %	\$1